

## APPENDIX B: DEFINITIONS

<b>Arterial Highway (Street)</b>	A general term denoting a highway primarily used by through traffic, usually on a continuous route or a highway designated as part of an arterial system (Maryland MUTCD, 2006).
<b>Bicycle</b>	A pedal-powered vehicle upon which the human operator sits. (Maryland MUTCD, 2006)
<b>Bicyclist</b>	A person who uses a bicycle.
<b>Bicycle Facilities</b>	General term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities and bikeways.
<b>Bifurcated Roadway</b>	A roadway where one or more of the sidewalks are raised above or set below the elevation of the roadway. Bifurcation is typically used in environmentally sensitive areas or hilly terrain and is often accomplished with the use of roadside barriers and low retaining walls.
<b>Bikeway</b>	Bicycle lanes, shared lanes, paved shoulders, wide curb lanes, and shared use paths. These facilities may or may not be marked for preferential or exclusive use for bicyclists.
<b>Bicycle Lane (Bike Lane)</b>	A portion of a roadway which has been designated by pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes may be supplemented with signage. (Adapted from Maryland MUTCD, 2006)
<b>Bicycle Route</b>	A system of bikeways designated with wayfinding signage, pavement markings, maps or other means.
<b>Buffer Zone</b>	The portion of the sidewalk corridor that is between the through pedestrian zone and the street. This area may contain street trees, newspaper boxes, street signs, etc.
<b>Collector Highway</b>	A term denoting a highway that in rural areas connects small towns and local highways to arterial highways, and in urban areas provides land access and traffic circulation within residential, commercial, and business areas and connects local highways to the arterial highways. (Maryland MUTCD, 2006)
<b>Countdown Pedestrian Signal</b>	A signal face displaying interval countdown in order to inform pedestrians of the number of seconds remaining in the pedestrian change interval. (Maryland MUTCD, 2006)
<b>Cross Slope</b>	The slope that is perpendicular to the direction of travel.
<b>Crosswalk</b>	(a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or in the absence of curbs, from the edges of the traversable roadway,

and in the absence of a sidewalk on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline; (b) Any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by lines on the surface, which may be supplemented by contrasting pavement texture, style, or color. (Maryland MUTCD, 2006)

<b>Crosswalk Lines</b>	White pavement marking lines that identify a crosswalk. (Maryland MUTCD, 2006)
<b>Curb Lane</b>	Outermost travel lane adjacent to the shoulder or gutter.
<b>Curb Zone</b>	A portion of the sidewalk corridor, the horizontal surface of the curb.
<b>Detectable</b>	A surface having a continuous edge within 150 mm (6 in) of the surface so that pedestrians who have visual disabilities can sense its presence and receive usable guidance information. (Maryland MUTCD, 2006)
<b>Engineering Judgment</b>	The evaluation of available pertinent information, and the application of appropriate principles, Standards, Guidance, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. Engineering judgment shall be exercised by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. Documentation of engineering judgment is not required. (Maryland MUTCD, 2006)
<b>Engineering Study</b>	The comprehensive analysis and evaluation of available pertinent information, and the application of appropriate principles, Standards, Guidance, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. An engineering study shall be performed by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures. (Maryland MUTCD, 2006)
<b>Expressway</b>	A divided highway with partial control of access. (Maryland MUTCD, 2006)
<b>Freeway</b>	A divided highway with full control of access. (Maryland MUTCD, 2006)
<b>Frontage Zone</b>	The portion of the sidewalk corridor that is between the through pedestrian zone and the right-of-way line. In downtown areas, this is the shy area next to a building where pedestrians tend not to walk. It is typically two feet in width.
<b>Guide Sign</b>	A sign that shows route designations, destinations, directions, distances, services, points of interest, or other geographical, recreational, or cultural information. (Maryland MUTCD, 2006)
<b>Highway</b>	A general term for denoting a public way for purposes of travel by vehicular travel, including the entire area within the right-of-way. (Maryland MUTCD, 2006)
<b>Intersection</b>	a) The area embraced within the prolongation or connection of the lateral curb

lines, or if none, the lateral boundary lines of the roadways of two highways that join one another at, or approximately at, right angles, or the area within which vehicles traveling on different highways that join at any other angle might come into conflict; (b) The junction of an alley or driveway with a roadway or highway shall not constitute an intersection. (Maryland MUTCD, 2006)

<b>Island</b>	A defined area between traffic lanes for control of vehicular movements or for pedestrian refuge. It includes all end protection and approach treatments. (Maryland MUTCD, 2006)
<b>Major Interchange</b>	An interchange with another freeway or expressway, or an interchange with a high-volume multi-lane highway, principal urban arterial, or major rural route where the interchanging traffic is heavy or includes many road users unfamiliar with the area. (Maryland MUTCD, 2006)
<b>Major Street</b>	The street normally carrying the higher volume of vehicular traffic. (Maryland MUTCD, 2006)
<b>Median</b>	The area between two roadways of a divided highway measured from edge of traveled way to edge of traveled way. The median excludes turn lanes. The median width might be different between intersections, interchanges, and at opposite approaches of the same intersection. (Maryland MUTCD, 2006)
<b>Minor Interchange</b>	An interchange where traffic is local and very light, such as interchanges with land service access roads. Where the sum of the exit volumes is estimated to be lower than 100 vehicles per day in the design year, the interchange is classified as local. (Maryland MUTCD, 2006)
<b>Minor Street</b>	The street normally carrying the lower volume of vehicular traffic. (Maryland MUTCD, 2006)
<b>Marked Crosswalk</b>	Any portion of the roadway that is identified for pedestrian crossing by lines or other markings.
<b>Midblock Crosswalk</b>	A crossing location, not at an intersection, marked with crosswalk markings.
<b>Paved Shoulder</b>	A concrete or asphalt portion of the roadway contiguous with the traveled way marked with an edgeline for accommodation of parking, stopped vehicles, emergency use, pedestrian use, or bicyclist use. The minimum paved shoulder width for vehicle use is four-feet exclusive of the gutter. The minimum shoulder width for vehicular parking is eight-feet inclusive of the gutter.
<b>Paved Apron</b>	A portion of the roadway contiguous with the traveled way marked with an edgeline for accommodation of bicyclists or pedestrians that is less than four-feet in width exclusive of the gutter.
<b>Pedestrian</b>	A person who travels on foot or with assistance of a mobility enhancing device such as a wheelchair, walker, or cane.
<b>Pedestrian Facilities</b>	A general term denoting improvements and provisions made to accommodate or encourage walking. (Maryland MUTCD, 2006)

<b>Platoon</b>	A group of vehicles or pedestrians traveling together as a group, either voluntarily or involuntarily, because of traffic signal controls, geometrics, or other factors. (Maryland MUTCD, 2006)
<b>Public Road</b>	Any road or street under the jurisdiction of and maintained by a public agency and open to public travel. (Maryland MUTCD, 2006)
<b>Right-of-way</b>	A general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes.
<b>Right-of-Way [Assignment]</b>	The permitting of vehicles, pedestrians, and/or bicycles to proceed in a lawful manner in preference to other vehicles, pedestrians, and or bicyclists by the display of sign or signal indications. (Maryland MUTCD, 2006)
<b>Roadway</b>	That portion of a highway improved, designed, or ordinarily used for vehicular travel and parking lanes, but exclusive of the sidewalk, berm, or shoulder even though such sidewalk, berm, or shoulder is used by persons riding bicycles or other human-powered vehicles. In the event a highway includes two or more separate roadways, the term roadway as used herein shall refer to any such roadway separately, but not to all such roadways collectively. (Maryland MUTCD, 2006)
<b>Roadway Network</b>	A geographical arrangement of intersecting roadways.
<b>Road User</b>	A vehicle operator, bicyclist, or pedestrian within the highway, including persons with disabilities. (Maryland MUTCD, 2006)
<b>Running Slope</b>	The slope that is parallel to the direction of travel.
<b>Rural Highway</b>	A type of roadway normally characterized by lower volumes, higher speeds, fewer turning conflicts, and less conflict with pedestrians. (Maryland MUTCD, 2006)
<b>Shared Roadway</b>	A roadway which is open to both bicycle and motor vehicle travel.
<b>Shared-Use Path</b>	A bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and nonmotorized users. (Maryland MUTCD, 2006)
<b>Sidewalk</b>	That portion of a right-of-way designed for preferential or exclusive use by pedestrians.
<b>Sidewalk Corridor</b>	The entire sidewalk area made up of the curb zone, buffer zone, through pedestrian zone, and frontage zone.
<b>Shoulder</b>	That portion of a highway contiguous with the roadway for the accommodation of stopped vehicles, for emergency use, and for the lateral support of the base and surface courses of the roadway. Bicycles are permitted, and under some conditions required to use shoulders when located on highways where bicycle use is not prohibited.

<b>Through Pedestrian Zone Traffic</b>	<p>The portion of the sidewalk corridor where pedestrians walk.</p> <p>Pedestrians, bicyclists, ridden or herded animals, vehicles, streetcars, and other conveyances either singularly or together while using any highway for purposes of travel. (Maryland MUTCD, 2006)</p>
<b>Traffic Calming</b>	<p>Physical and other measures used on a highway to reduce the dominance and speed of motor vehicles.</p>
<b>Traffic Control Device</b>	<p>A sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or shared-use path by authority of a public agency having jurisdiction. (Maryland MUTCD, 2006)</p>
<b>Traveled Way</b>	<p>The portion of the roadway for the movement of vehicles, exclusive of the shoulders, berms, sidewalks, and parking lanes. (Maryland MUTCD, 2006)</p>
<b>Unmarked Crosswalk</b>	<p>A legal pedestrian crossing that is not indicated with lines or other markings (see the definition for Crosswalk)</p>
<b>Vehicle</b>	<p>Every device in, upon, or by which any person or property can be transported or drawn upon a highway, except trains and light rail transit operating in exclusive or semi-exclusive alignments. Light rail transit operating in a mixed-use alignment, to which other traffic is not required to yield the right-of-way by law, is a vehicle. (Maryland MUTCD, 2006)</p>
<b>Wide Curb Lane (Wide Outside Lane)</b>	<p>A shared travel lane where motor vehicles can pass bicyclists without changing lanes. The lane is the furthest right travel lane and its minimum width is fourteen-feet exclusive of the gutter.</p>